Deluxe Buses Under DTC

1807. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that of late the services of Deluxe buses operating under DTC have deteriorated as these are mostly over-crowded because of which the commuters suffers a lot; and

(b) whether Government propose to restrict the deluxe buses for ticket holders only and debar the travelling of passengers holding monthly passes in order to ease the over-crowding and also makes limited stoppages for these buses?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No overcrowding has been reported in Deluxe buses except for certain instances during peak hours.

(b) No, Sir.

Goods Traffic Hauled by Railways

1808. SHRI CHIMANBHAI MEHTA: Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 236 given in the Rajya Sabha on the 25th February, 1987 and state:

(a) he average distance in KMs. covered per day to haul goods, traffic by railways during the last three years, year-wise;

(b) the capacity of tanker wagons whihch are likely to be manufactured by railways turing the next three years;

(c) what will be the difference in cost of adding this capacity to the ordinary box-type wagons instead of tank wagons; and

(d) what will be the difference in dead weight between tank wagons and ordinary box-type wagons which can carry a removable liquid container?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Average distance in kilometres covered per day to haul goods traffic (wagon KMs-per wagon per day) for Broad Gauge and Metre Gauge for the last three years is as under:

YEAR	B. G.	M. G.
1983-84	88·7	49·4
1984-85	90·8	50·3
1985-86	97·8	58·8

(b) The capacity of each 4-wheeler Tank wagon is 20.3 Metric Tonnes.

(c) and (d) Box wagons are not designed to carry liquid cargo in removable containers and therefore, the question of camparison of cost or dead weight between tank wagons and Box wagons does not arise.

Profits earned by Air-India and Indian Airlines

1809. DR. MOHD. HASHIM KIDWAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the profit earned by the Air India and Indian Airlines from January, 1985 till December, 1986; and

(b) the estimated profits likely to be earned during the year 1987-88?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) The accounts of Air India and Indian Airlines are maintained on financial year basis i.e. from April to March.

The profit earned by Air India during the financial year 1985-86 was Rs. 66.00 crores (including Rs. 17.79 crores being written back value of depreciation on lost 747 aircraft Kanishka) and that by Indian Airlines was Rs. 63.22 crores.

Air India and Indian Airlines have for the financial year 1986-87 budgeted profit of Rs. 22.05 crores and Rs. 63.25, crores, respectively.

(b) The projected profits of Air India and Indian Airlines for the financial year 1987-88 are Rs. 20.20 crores and 85.00 crores, respectively.

Private Buses Under DTC

1810. SHRI J. P. GOYAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is a proposal under Government's consideration to allow private bus operators, whose buses are now being run under DTC operation, to operate their buses on free hold basis;

(b) if so, what are the details in this regard;

(c) the benefits of the said proposal likely to accrue to the Delhi Transport Corporation; and

(d) The reasons for which the D.T.C. is not able to manage the affairs of the Delhi's transport needs?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (d) In the context of continuing growth in the traffic demand and the need for augmentation of services to meet the same, DTC has been supplementing its own fleet by engaging buses of private operators on kilometrage basis. Feasibility of different alternative schemes to augment such services is under examination.

Utilisation of Airbus by Indian Airlines

1811. SHRI CHIMANBHAI MEHTA: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 191 given in the Rajya Sabha on the 25th February, 1987 and state:

(a) what is the break-even point regarding the capacity utilisation of the Air bus procured by Indian Airlines;

(b) what are its fixed and variable overheads;

(c) what is its per day flying time in Indian Airlines and for how many hours an Air bus is kept unutilised by Indian Airlines in every 24 Hours; and

(d) what is its capacity utilisation in terms of percentage in comparison to (i) Boeing 737 and (ii) HS748 aircraft already under operation with Indian Airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) The break even load factor for Airbus fleet was 58.3 per cent in 1985-86.

(b) The costs of operations are divided under four heads and the hourly costs for Airbus operations during 1985-86, under each head, were:—

	Rs. per hour
(1) Fixed Direct operating cost.	10065
(2) Variable Direct operating cost	63581
SUB-TOTAL—D.O.C. : .	73646
(3) Indirect operating cost . .	23599
(4) Non operating cost .	10344
TOTAL COST OF OPERATIONS—(TOC);	107589

(c) The flying time per day for an airbus is 8 hours and the remaining period of the day is utilised for preparation of the aircraft for the first flight, end of Tarmac activity after last arrival, movement to maintenance Hangar, Mandatory Maintenance & movement from Maintenance Hangar to Tarmac, etc.

(d) The load factors of Airbus, Boeing 737 and HS-748 during 1985-86 were as under:—

Airbus	70.0 per cent
B-737 . .	68.5 per cent
HS-748 . .	68.2 per cent